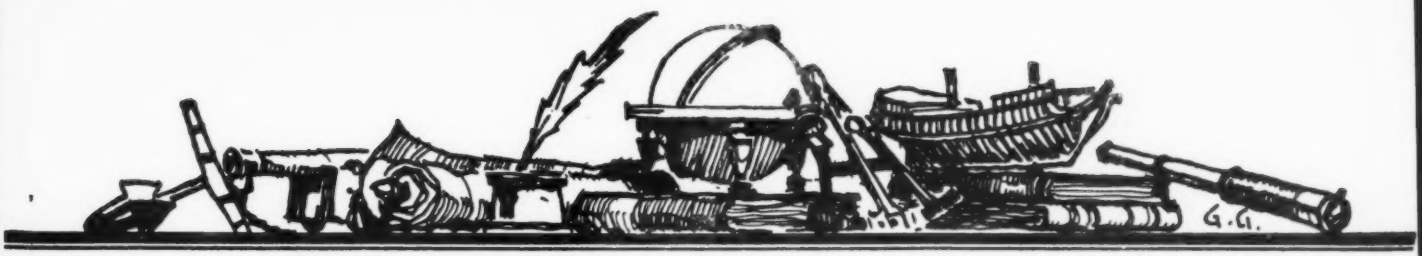

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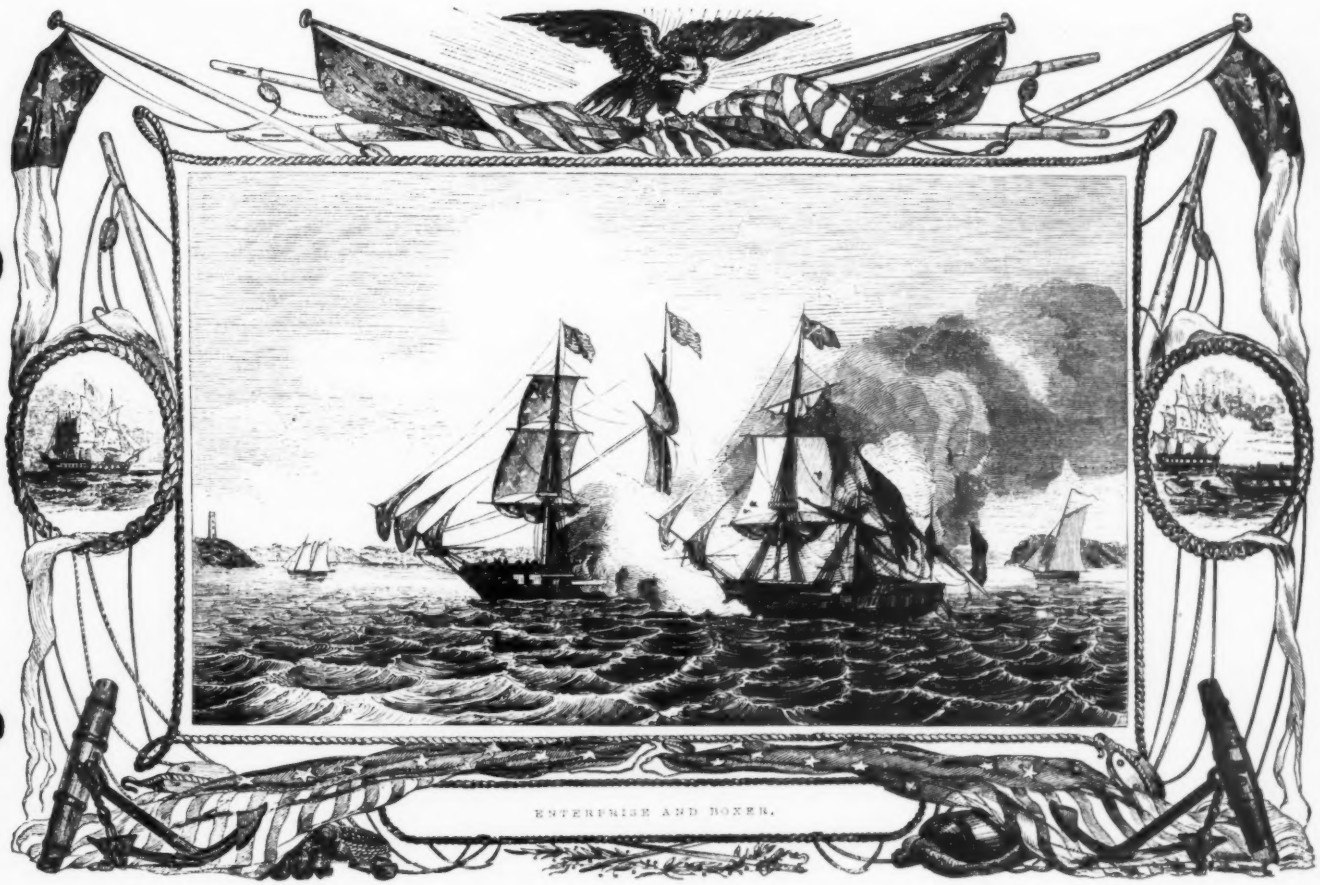

CHIVALROUS WARFARE

Battle of the ENTERPRISE and BOXER

CHIVALROUS WARFARE
The Battle of the ENTERPRISE and the BOXER

While searching through one of my old Naval Histories, I paused long enough to re-read the story of the Battle of the ENTERPRISE and the BOXER in the War of 1812. I had read the story many times but this time I was reading it from my oldest United States Naval history, published in 1831, only eighteen years after the battle. The title of the history was "American Naval Battles", by Horace Kimball and published by J. J. Smith, Jr., Boston, Massachusetts. All thought of other research was abandoned and I continued to read the story in several other United States Naval histories.

It is inspiring to read of these patriotic events and deeds of valor which happened so long ago, they never grow old in the reading; it is good also, in these modern days to read how civilized warfare was conducted in 1813. According to Maclay "the Flag of the United States flown in this battle was old on the day of the engagement and had been patched with a still older one. It had fifteen stars and fifteen stripes. This flag, after the action bore the marks of fifty-nine shot holes, chiefly by musketry. The flag was afterward used as the pall which covered the body of Lieut. Barrows at his funeral".

The battle of the ENTERPRISE and BOXER was fought in the waters adjacent to Portland, Maine and culminated in a dramatic episode in the city of Portland.

"The Lucky Little Enterprise" was fortunate because her commanders in the past had been the famous naval heroes - John Shaw, Andrew Sterrett, Isaac Hull, Stephen Decatur, Jr., Thomas Robinson and David Porter. Under these commanders she was a topsail schooner, Baltimore clipper built and was the fastest ship in the Navy. In the battle with the BOXER she was commanded by Lieut. Burrows. The ship had been altered to a brig rig with eighteen guns and two Long Toms. One hundred men were crowded into her; this extra weight plus her new rig resulted in the opinion that she was considered a poor sailer.

On September 4th, 1813, while cruising eastward, Lieut. Burrows sighted a strange brig in a bay near Portland, home port of the ENTERPRISE. A seaman could be seen on the approaching vessel, nailing their ensign to the mast. The two brigs were about evenly matched. Lieut. Burrows, a new officer to the crew, put a detail to work chopping a hole in the after cabin and ordered a long gun to be run aft and pointed out of a stern port. Owing to the rake of the stern, this gun could not be placed in position without cutting some of the wood from the frame supports. The crew observed this and thought their commander was running away or preparing for a stern chase. But Lieut. Burrows was not running away; he was one of "Preble's Boys" and was preparing to fight in his own fashion. A delegation from the crew went to the second lieutenant and told him that they wanted to fight and asked to be put alongside the enemy. This, they were assured was Lieut. Burrows' intention.

The long gun aft proved to be the most serviceable piece in the vessel, both vessels passed within a stone's throw of each other. By skillful maneuvering, Lieut. Burrows, raked the enemy with this "secret weapon", causing great damage. After forty minutes of close fighting, the BOXER ceased firing and cried for quarter, their colors being nailed to the mast could not be hauled down.

Lieut. Burrows fell at the commencement of the engagement; he repeatedly refused to be carried below and requested that the Flag never be struck. The first boat over to the BOXER brought back her flag and the sword of her commander was presented to Lieut. Burrows. "Now", said he, "I am content", and only after that did he permit himself to be carried below where he died a few hours later. Capt. Bligh, commander of the BOXER, also fell at the commencement of the engagement having received a cannon shot through the body.

The remains of Lieut. Burrows and of Capt. Bligh were brought to Portland. Both bodies, the conqueror and the vanquished, were brought ashore in ten-oared barges, rowed at minute stroke by masters of ships and accompanied by most of the boats in the harbor;

while minute guns were fired by both the ENTERPRISE and the BOXER.

An impressive procession was formed, the crew of the vanquished BOXER was permitted to march in the procession together with the crew of the ENTERPRISE. The interment of both officers included all the honors that the civil and military authorities could bestow, minute guns were fired from Fort Preble and Fort Scannel.

The two commanders were buried side by side with the same honors. Truly this was chivalrous warfare.

The engraving of the ENTERPRISE and BOXER is taken from the Abridged in One Volume "History of the United States Navy" by J. Fenimore Cooper. Published in 1847

Book Review. SAILING TRAWLERS by Edgar J. March, M.S.N.R. Published by Percival Marshall and Co., 19-20 Noel Street, London, Price 63/ - 307 pages, 18 sets plans, 180 photos, glossary. Reviewed by John Lang, NRG - M.S.N.R.

"Sailing Trawlers" by Edgar March, M.S.N.R. is a companion volumn to "Sailing Drifters reviewed by Arthur M. Rudd, NRG, in the September issue of the "Nautical Research Journal", and of "Spritsail Barges of Thames and Medway" and is a most valuable addition to the shiplovers' library of reference books. With these three books to his credit and the promise of more to come it is obvious that Mr. March writes as a shiplover with a great admiration for the craft he describes rather than a professional just dealing with another chore.

We are given the history of trawling with details of the many and varied laws and regulations introduced to govern it and we are shown how the fishing fleets grew up on the East Coast, along the English Channel and in the Irish Sea. Along with the description of the growth of the fleets we are shown how the geography of the home stations and the location of the trawling grounds affected this. Nor has Mr. March neglected to give us some little insight into the economics of the industry from catching to retailing and his details of costs in earlier days make interesting reading with present day costs.

What Basil Lubbock and Harold Underhill have done for the larger sailing craft Edgar March is doing for the smaller craft. His method of interspersing data culled from official sources, log books, etc. with extracts from letters received from old seamen, builders, sail makers and owners makes his books not only valuable reference works but also extremely readable for anyone who may be interested in life in the more leisurely days, now past.

Possibly, by far the most interesting section of this work for members will be the plan section in the back of the book which consists of plans of some 18 vessels from the various trawling stations and various dates. These plans and the numerous photos enable the reader to study the effects that locality, environment and personal preference had upon the lines and rigging of the craft.

The most valuable part of the book is probably the chapter MASTER HAND, the plans and photos of this craft. The chapter consists of 60 pages of details, detail drawings with measurements of scantlings. These details in conjunction with the 7 plans in the plan section giving constructional details when used with the photographs also given are so complete that Mr. March would appear to be justified in his stated desire to make them so complete that in the future anyone could build another MASTER HAND from them.

Modellers will be particularly pleased that the publishers have now adopted the system of binding the plans in at one end instead of binding across the middle when it has sometimes been necessary to strain the binding to examine the details properly.

While the cost of the volume may at first appear high, examination of the text, scores of finely printed photographs, plans, lines and numerous detail drawings in the text will show that this work contains so much information that it would cost very much more to collect it in any other manner...even if it is possible to collect it at all now.

CONSTELLATION
The Fraudulent Frigate
by Howard I. Chapelle

There is no need to shake the bushes about the matter - in short is the present CONSTELLATION the same ship that was built in Baltimore and launched Sept. 7, 1797? Or is she a second vessel built at Norfolk, Virginia, and launched in 1854 or '55.? The records speak for themselves.

The ship built at Baltimore in 1797 was a frigate 163'-3" on the length of the main deck and 40'-0" wide over her frames inside the planking. She was rated as 38 gun frigate. This ship showed rot very early and was extensively repaired in the period between 1805 and 1812, during which she was widened some 14". We know exactly what this ship was in general appearance and form, for her plans are in the Navy Plan Files at the National Archives in Washington, marked with her name and date. In addition there are her offsets; the tables of measurements used to make the full-size drawings on the mould-loft floor which were required to form her frames. A duplicate copy of these is in the Fox Papers at the Peabody Marine Museum, Salem, Massachusetts. The offsets were checked by me agains the official drawing or "draught" in 1949 when I was preparing plans as illustrations. This ship was broken up at Norfolk, Virginia in 1852. I was informed that this appeared in the records of the Norfolk Navy Yard where the breaking-up was done.

The old ship had been used, apparently, as a means of accumulating funds - supposedly for her maintenance and repair, which were intended to be used to build a replacement. Th CONSTELLATION was not an isolated case of this. Congress had been niggardly with the Navy for a long time and would not authorize the construction of new ships to maintain our naval strength. As a result, the Navy Department evaded the need of a Congressional authorization of a new ship by saving repair and maintenance funds allotted them until enough had accumulated to allow a new ship to be built. To avoid attack in Congress, the new ships were reported being "rebuilt" when actually they were vessels built to new designs and dimensions and of new ratings. As far as the official records go, there seems to have been no attempt to maintain any sentimental element of continuation by means of retaining some of the materials of the old ship in the construction of the new one.

The official records show that the "rebuilding" began with the ERIE, in 1821. This ship had been built in 1813 and became rotten quickly. A revised design was prepared in which her length was increased and her form changed. The next ship to have the "rebuilding" treatment was the PEACOCK, also built during the War of 1812¢ in this case a new plan was prepared, also, that changed the ship's form and dimensions very completely. In 1829 the small frigate JOHN ADAMS was up for "rebuilding" but this time there was not enough money to build a new frigate - so guess what - they "rebuilt" her as a sloop of war! Would one say the sloop of war was the same ship as the old frigate? The next "rebuilding job was the ex-British MACEDONIAN, a prize taken in the War of 1812. A new design was again prepared and a completely new ship constructed, having a very different form and appearance, as well as dimensions, from the old British frigate. The new MACEDONIAN was completed in 1835-36. Would one say the new ship retained the identity of the old vessel, to be called a "British prize" let us say?

The frigate CONGRESS, sistership of the Baltimore-built CONSTELLATION, was next taken in hand. A new and very "modern" design was prepared and from it a brand new ship was built and finally launched in 1841- it took some time to build this one as money did not come in fast enough. Another British prize, taken in hand later than CONGRESS, was "rebuilt" sooner; the CYANE launched in '37. Here again the new ship was entirely different in shape, appearance and dimensions than the old. Did she retain the identity of the "British Prize" - of course not.

The 74-gun ship FRANKLIN is another case; this ship was built in 1815 - and broken up in 1853 - to be "rebuilt" as a huge steam-frigate - was the frigate claimed to have been built in 1815? Certainly not.

Now we come to the CONSTELLATION. The old ship, as has been noted was broken up in 1852; it having been determined to give her the "rebuilding" treatment. A new design was prepared to make the new or, if you please, "rebuilt" ship, ship a "corvette of the first class." Whereas the old ship had been a frigate the new vessel was to be a sloop-of-war for that is what a corvette was- just as in the case of the earlier JOHN ADAMS. We have the plans for the rebuilding and the offset tables and these were carefully checked by me in preparing a suitable plan for reproduction. Well, the "rebuilt" ship turns out to be entirely different from the old vessel in appearance, form and dimensions - in fact she was given a round stern and was longer. The "corvette" CONSTELLATION was 176'-0" long on her main deck and 41'-0" wide over her frames. I have checked these plans against the existing vessel and there can be no question as to their having been used to build the existing ship. The specifications of the present ship also exist in the National Archives and there is nothing in them that I could find that showed any part of the old CONSTELLATION was to be used in the new corvette. Incidentally, the corvette CONSTELLATION was the last sailing-man-of-war designed and built by the United States Navy - later sailing vessels built by the Navy were for training purposes only and not intended for fighting ships.

"Rebuilding" is the cause of much of the misunderstanding about the length of life of the CONSTELLATION. Put it this way - if you had an old house that was rotten throughout and you pulled it down and "rebuilt" it, would it be the same house as before? If it were rebuilt as a replica of the old house you obviously might say "yes". This is the case with the frigate CONSTITUTION. But supposing the "rebuilt" house was not a replica of the old but on an entirely new design - would it be the "same house" as the old one? The answer is obviously "no" and that is the case of the corvette CONSTELLATION. She was not "rebuilt" as a replica of the Baltimore-built frigate but, instead was on a new design of entirely different dimensions, appearance, class and form.

The question of whether or not any of the materials from the original ship were employed in the "rebuilt" corvette is not to be answered by any flat statement for the matter would require proof. This much can be flatly stated - there is nothing in the official records that I have been able to find to indicate that any of the original ship was utilized in the 1853 corvette. You can view the question in the same manner as one might raise the same question about the aircraft carrier INDEPENDENCE, did she have anything in her from the original ship-of-the-line of the same name built in 1814? If so, would this make two ships of the same? It is surely equally stretching the imagination to say that because the present corvette CONSTELLATION has a timber or fitting from the Baltimore-built frigate ipso-facto this makes her the Baltimore-built frigate?

It is of no particular importance to marine archeology or naval history whether or not the present CONSTELLATION is preserved; if Baltimoreans or others wish to spend the necessary funds to keep her in existence that is their right. But, neither they, nor anyone else, can truthfully say that "she is the oldest man-of-war of our Navy" or "she was the ship built in Baltimore" or that "she was commanded by Truxton - and fought against the French" for she is not the ship to which these claims might apply.

King Size CUTTY SARK Model
by Winston Langdon

The spare moments of seven years have gone into the construction of a fine large model of the famous CUTTY SARK. She is scaled to a length of 6 feet, measures 4 feet 6 inches from keel to the truck of the main mast and has a width of 8½ inches. Very complete in all respects, an interesting feature is that some teak used in her construction was taken from the celebrated SAMUEL PLIMSOLL at Freemantle.

Her builder, Mr. Leslie E. M. Shenton, says his patient work had to be slightly hastened in the last few months for a definite purpose. The Governor of Australia, Sir Charles Gairdener, wished the model available for exhibition at Perth in connection with an appeal for funds to preserve the original CUTTY SARK. It was hoped there would be a generous response enabling the presentation of a sizeable cheque to the Duke of Edinburgh who is patron of the preservation fund. The press reported the expected Royal visit to be in March. The photograph shows an excellently detailed model and it is understood the builder has been congratulated by master mariners and others on the quality of the workmanship.

VESSELS OF THE PENNSYLVANIA NAUTICAL SCHOOL

by Thomas Hornsby

Since three of the vessels mentioned in Underhill's query in the January issue concern those used by the cadets of the State of Pennsylvania, it seems appropriate to give a few more facts relative to the school, than a mere recapitulation of the statistics of the vessels themselves.

The SARATOGA was built in the Portsmouth, N.H., Navy Yard in 1842 by Samuel H. Pook, from a design prepared by John Lenthall, under the direction of Samuel Humphreys. She was the first of a new class of large ship sloops, shortly followed by the PORTSMOUTH, PLYMOUTH, ST. MARY'S, JAMESTOWN, ALBANY, and GERMANTOWN. She was launched 26 July 1842, length 150 feet, breadth 36.9 feet, depth hold 16.3, of 882 tons, cost $159,169. Her armament originally included 4 - 8 inch shell guns, and 18 - 32 pdrs. She was commissioned in December under the command of Com. Josiah Tattnall (who later commanded the rebel ironclad MERRIMAC) and one of her midshipmen, Gustavus Fox later became Ass't. Sec. Navy in Lincoln's cabinet during the Civil War. At noon, 16 March 1843, she sailed from Portsmouth for New York to take on her complement of seamen, as her crew was short of allowance and composed principally of landsmen. She very shortly encountered a heavy gale from the eastward, which struck her with rain, hail, sleet and snow. The Isle of Shoals, and Whale's Back were known to be near and the vessel with great difficulty was kept off the lee shore, on the morning of the 17th, the masts were cut away, both anchors let go with 120 fathoms of cable clinched in the tier. She returned to Portsmouth to be refitted and then joined the West Africa squadron. Here she sailed with and beat all the cruisers on that station. In 1845-46 she was in the Brazilian Squadron; 1847-49 Home Squadron & Mexican War; 1850-54 in the East Indies (carried home the Treaty of Peace and Amity between the U. S. and Japan); 1855-60 Home Squadron; 1861-62 Coast Africa; 1862-63 repairing at Philadelphia; 1864-65 South Atlantic Squadron; 1866 in ordinary; 1867-69 Naval Apprenticeship; 1870-71 Practice Ship; 1872-73 in ordinary at Norfolk; 1873-76 Ordnance Ship at Annapolis; 1877 laid up at Washington; 1877-80 Training Ship; 1880-81 Receiving Ship; 1881-89 Apprentice Training Ship; 1889 she was loaned as School Ship to the State Pennsylvania. As a vessel of war she had carried her armanent on a spar deck, but this was decked over with a light flush deck which greatly added to the comfort of the ship's company. To shelter the boys in port during the winter, two temporary but roomy houses were fitted up to place on her upper deck. She had been repaired several times in her career, and she had had her rig changed to double topsails at an earlier date. She entered her new career in a service which was to extend her life for 17 more years.

The operation of the school was under the Commission of Navigation, and while it was state managed and directed a great deal of the funds came from the Federal government. A course in seamanship was given to boys 17 to 21, who could qualify both scholastically and physically, they had to be residents of the state, unmarried, their uniforms were furnished and a small salary was paid for their services. Marriage while in this service was cause for dismissal.

The SARATOGA lasted until 1907, when she was sold and broken up the following year, and to replace her the Nautical School received the sloop of war ADAMS which had been built in 1875 at the Boston Navy Yard under the supervision of Donald McKay, of clipper ship fame. She was a wooden screw steamer with auxiliary sail power, carried on the navy roster as a third rate. Her original armament included 1 - 11 inch pivot, 4 - 9 inch smooth bores, and 1 - 60 pdr. She was 185 feet length, 35 feet beam, depth hold 14 feet. She was bark rigged, 550 h.p., speed 9 to 11 knots and had capacity for 150 tons anthracite coal. She was placed in commission 21 July 1876, and on 16 April 1877 sailed for the South Atlantic Station, later the same year being ordered to the South Pacific Station, where she continued 1879-81. In 1882-84, in Alaska; 1886-87 West Coast South America; 1888-1889 out of commission Mare Island Navy Yard; 1889-91 in Samoan Waters; 1891 at Mare Island; 1893 Hawaiian Waters; 1894 out of commission Mare Island; 1895-96 Hawaiian Islands; 1897 Pacific Station; 1898 out of commission: 1899 Apprentice Training Ship; 1901 out of commission; 1903-05 in Training Service; 1905-07 Station Ship at Naval Station, Tutuila, Samoan Islands; 21 November 1907 designated school ship for State of Pennsylvania. She continued in this service until 6 February 1914 when she was returned to Navy Department

as the school was disbanded for the duration of World War 1. On 5 August 1919 she was sold to J. L. Tobin for $15,000.

In 1920 the school was reactivated, and the government named the gun boat ANNAPOLIS for this special service. She was brought from the West Coast in almost derelict condition and was refitted at the Philadelphia Navy Yard for her new duties. The ANNAPOLIS was a composite vessel built at Elizabeth, N.J. by Lewis Nixon and was an extremely good looking vessel. She was 168 feet length, breadth 36, depth hold 12 feet, of 560 tons, displacement 1010, 800 h.p., single screw, and speed of about 12 knots. She was barkentine rigged, had coal capacity of 230 tons and cost $230,000, her crew consisted of 11 officers and 135 men. Originally she was armed with 6 - 4 inch; 4 - 6 pdr; 2 - 1 pdrs., all rapid firing guns. The rest of the class, all of the same dimensions consisted of VICKSBURG, WHEELING, MARIETTA, NEWPORT, and PRINCETON. Completely outfitted and in a gleaming coat of white paint she quickly attracted her complement of naval cadets and left in the spring of 1921 on her first cruise. During her service with this school she was partly dismasted at sea and her rig was then changed to three masted schooner. Her long career ended in 1939 whereupon she was sold and towed to Baltimore to be junked.

To replace the ANNAPOLIS, the school, which now went under the name of the Pennsylvania Maritime Academy obtained the Coast Guard cutter SENECA which had been built in 1908 at Newport News, Virginia. This vessel was steam propelled, of 1445 tons displacement, and was of the following dimensions; length 204 feet, breadth 34 feet, depth 17 feet 3 inches. This vessel, now renamed the KEYSTONE STATE, served the cadets through the years of World War 11. Ambitious plans were formulated for a permanent home for the Academy, and designs were prepared for a handsome group of buildings to be located at Morrisville, Pa., with docking facilities on the Delaware. The end of the war, a fire which destroyed much of their equipment, and general lack of interest in the future of the school caused the project to be abandoned. By Act of Legislature 31 May 1947 the School was officially ordered closed; and except for the period from May 1913 to April 1920 the school had been in continuous operation since its inception in 1889.

FURTHER COMMENTS ON THE NAVAL ARCHITECTURE OF THE CLIPPER SHIP

By Willis L. Nye

The comments by Mr. F. W. Thober, N.R.G., on the article appearing under the title of this rebuttal was published in the Journal, January 1954. Mr. Thober's comments were published in the March issue of the Journal. Such comments are welcome and stimulate discussion and interest in clipper ship research.

The author of the original article still stands by his statement that the clipper ships were not costly to operate. Mention is made by Mr. Thober of the 56 seamen and 8 boys on the CHALLENGE and 80 seamen and 10 boys on the SOVEREIGN OF THE SEAS. It should be remembered that wages in those days were very low, $30 per month being paid for seamen and proportionately more for the officers. The boys usually were paid in board and found plus a small pittance in order to learn the trade of being a sailor. Furthermore to support the statement that the ships were not costly is that many ships paid for their cost on the first and sometimes by the third voyage. That is more than can be said of later design square riggers. The foundation of several shipping fortunes can be traced to the operation of clipper ships so the operating cost must have been within reason. Richard McKay in his story of Donald McKay mentions the profits that were made by the operation of clipper ships. Reference should also be made to the lucrative China Trade in which clipper ships earned fabulous sums of money in excess of their operating costs.

As to the reduction in sail area and crews in later days when the clippers were rebuilt much can be said pro and con. The fact of the matter remains that the character and kinds of cargo changed. In addition on the east coast to west coast lines, the overland railroad of the Isthmus of Panama obviated the need for fast sailing ships as well as the completion of the transcontinental railroad in the United States. (Cont'd.p.62)

THE PACIFIC QUEEN -- HOME and STUDIO

Ship PACIFIC QUEEN, ex STAR OF ALASKA, ex BALCLUTHA. Painting by Henry Bernahl.

For many years after we got our first look at the PACIFIC QUEEN, my husband and I dreamed of the day that we might have a home and studio aboard her, this is the story of a dream that eventually came true.

During the early 1930's arrangements had been made for artist Harry Bernahl and author Dana Burnett to sail on an Alaska Packer, presumably the STAR OF ALASKA, for the northern fisheries. At the last moment the trip was cancelled and the two would-be voyagers returned to the Bernahl studio, on Pier 14, to make plans for a jaunt out of San Francisco.

After the passing of many years, and the ship's change of name under new ownership, the artist in 1951 received a second invitation to "sign on" the STAR OF ALASKA, now a museum ship known as the PACIFIC QUEEN.

Thirteen years previously, while searching for the STAR OF FINLAND, ex Kaiulana, along the San Francisco waterfront, I came upon a full rigged ship tied up at the foot of Powell Street. A dummy pirate swung from her foreyard arm, while huge framed posters stated that she was a "pirate ship"; on her bow was the name PACIFIC QUEEN.

Due to my interest in old sailing ships and not pirates, I went aboard. While there I met the captain, the late Roy C. Moyes, who had been a mate on the CHILLICOTHE at the time my artist husband was on her as an able seaman. This surprise meeting brought about the renewal of old friendship, and a new one was formed with the late Frank G. Kissinger, then the ship's owner.

Throughout those thirteen years we had often spoken of what fun it would be to live aboard the QUEEN and to have a studio there. Now, by chance, Aladdin's lamp had been rubbed on the magic spot and our dream had materialized.

As soon as possible we slipped our moorings and with the family cat safely in his traveling cage and on his way via express, we left our Northern California home under the sugar pines, setting our course on a new venture. In due time we boarded the PACIFIC QUEEN.

It is not surprising that a sailor-artist should be a carpenter also. Three cabins, formerly occupied by the STAR OF ALASKA officers, were transformed into a cozy and modern apartment. The partition between two cabins was taken out to make a comfortable living-bedroom, sixteen feet by nine feet. The third cabin was transformed into a galley, with sink and a water tank holding sixteen gallons of water, a two-burner electric plate, an

apartment size refrigerator and an electric roaster. A dish rack, ship style, and shelves for groceries, etc., were added. The old head was transformed into an up-to-date toilet with sixty gallon water tank. Above the doorway was the original carving stating "CERTIFIED FOR WATERCLOSET". A fourth cabin was used for a trunk and storage room.

The chart house became the artist's studio. Remnants of the STAR OF ALASKA's former splendor still remained. The original red plush covered seats and the highly polished chart table and swivel armchair were there to remind one of the record breaking runs when the fishing fleet was at its height.

Space under the poop deck, where once eighty bunks had been, was remodeled into a gallery. There was about forty running feet of hanging space seven feet high, on the starboard side which we covered with burlap. This in turn was enclosed with a wire mesh banister, seven feet out from the ship's side, to protect the marine canvases from the curious public.

Adjoining the gallery and adjacent to the bulk-head, was the working studio, occupying a space of fifteen feet by twenty feet. The place was made attractive with a nine by twelve rug, spinnet, desk, chairs and two cases of curios together with the artist's drawing desk and easel. The whole set-up was ideal for a marine artist. However, without planning for it, that particular place became an information bureau. When the visiting tourists learned that the PACIFIC QUEEN was not a pirate ship but that she had been in the Alaska fishing trade, that the artist was not a prop, but a real sailor who had served time in sail.

Mr. Bernahl has made at least twenty-five paintings of the ship as the STAR OF ALASKA and as the PACIFIC QUEEN. For his personal collection while aboard her, he painted a documentary canvas of her as the original BALCLUTHA then under British registry. At that time she had painted ports and the break of the poop was just forward of the chart house. Her lower masts and topmasts were one single metal tube. When acquired by the Alaska Packers Association the poop deck was extended to the main shroud.

Four sightseers who came aboard while we were there and enjoyed the gallery, have since become good friends of ours and are members of the Nautical Research Guild: Poul Palmer, Jack Weigand, Bob Tan and Jack Mitchell. Another member, whose friendships began on the QUEEN while she was anchored at the Sauselito Yacht Harbor during World War Two, is author-seaman, Harold Huyke. The STAR OF ALASKA was undoubtedly an inspiration to another Guild member, Gordon Grant, the famous marine artist, who was fortunate enough to take passage on her.

The ship PACIFIC QUEEN, ex STAR OF AIASKA, ex BALCLUTHA was built by Charles Connell in 1886 at Glasgow, Scotland. She was purchased from the Alaska Packers Association by Mr. Kissinger in 1933. At present the old square rigger is in Richardson's Bay, Sausalito and it is understood that the San Francisco Maritime Museum has a fund raising campaign to purchase and refit her and place her in a permanent berth in Argonot Bay as an exhibit.

In the fall of 1952, after we had been on the QUEEN for a year, Mr. Kissinger planned to leave long Beach Harbor and as he had no definite port in mind, we decided to return ashore. The cat was put in the traveling cage, our belongings in a moving van, and we set our course for Gardena, California where Mr. Bernahl has his studio.

QUERIES

Query No. 164 from Bruce Grant, 913 Forest Ave., Evanston, Illinois. I have just picked up a log of the whale ship HENRY TUKE, Henry Champlin, master of whaling voyage during 1845-47 in the South Pacific. Does any member know or have information on her or her master. Or where can I get any information on her.

Query No. 165, from John J. O'Donnell, 5704 Stoney Island Ave., Chicago 37, Illinois. I am now restoring the models of the ARDELLA and brig EXPRESS. I would appreciate information. Also where may I obtain the lines of the LONDON CASTLE of Glasgow (official number 60399). I have the discharge papers and letters of L. A. Bromberg, A. B. who served aboard the brig EXPRESS.

Query No. 166, from Fred Lane, Seal Cove, Moss Beach, California. I am very anxious to get some information on the havoc of the Confederate raiders when they did such damage to the New Bedford fleet. I would like to know the effect of coal oil and petroleum competition on whale oil. Can some one suggest a few book titles I could turn to. I have Ashley and Hawes whaling books.

Query No. 167, from C. H. Wertz, 517 Emerald Ave., Harrisburg, Pennsylvania. I have been studying the belaying pin plan of the SEA WITCH -- what rigging goes where. It is slowly sinking in and the only thing I need now is a picture of a ship's deck, taken from about a 46 degree angle looking down -- where can I get one?

Query No. 168 - from Albert R. Hirst, 807 Milton Street, New Westminster, B. C. Where can I buy a first class plan of the H.M.S. Tarter - 20 guns built in 1784 or the English 18 gun Sloop of War of 1970 which is pictured in John R. Stevens "Old Time Ships". Any information will be appreciated.

Query No. 169, from Ralph B. Cropley, Seamen's Church Institute of New York, 25 South St., New York City. "We now have 150 models in the Marine Museum of the Institute. We will gladly welcome the visits of the members of the Guild. We need a whale ship to complete our display. Do you know a member who will kindly loan us his model? We have the model of the Egyptian Galley, the Punt ship, made by A. G. Law and pictured in the September 1953 Journal. Wish you could see it in its beautiful coloring.

Architecture of the Clipper Ships continued. Cargoes changed from passengers to freigh Much of the freight was stowed on the deck, thus making it mandatory that the sail plan be reduced to maintain sailing ability. With the need for fast sailing ships being eliminated and with the general rise in the wages of sailors as well as enactment of labor legislation providing for the welfare of the crews, ship owners naturally altered sail plans and reduced the crews to the minimum.

The author of the original article did not state that clipper ships had block coefficients of .85. What was said was that clipper hulls had a block coefficient ranging between .60 to .70. This is an empirical coefficient and could vary to a value of less than this in certain instances of hull design.

An error however did appear in the original article in the definition of the block coefficient which was overlooked apparently in Mr. Thober's comments. This coefficient is defined as the ratio of the underwater volume of the ship to the circumscribing parallopiped. We are sorry this discrepancy appeared in the original story but it was apparently garbled in the editing of the original story.

The author did not state that the clipper ship was the originator of the use of flared bows. No doubt earlier packet hull designs used the flare to advantage as well as the clippers.

The comments on the metacentric height are in order and were misstated in the original story. However, it could be considered that while the clipper ship passed quickly from the sailing ship scene, it did so under the pressure of changing economics and not through any inherent fault in the original concept as a ship design.

NAUTICAL RESEARCH GUILD
Dedicated to the Lore of Sail
SECRETARY'S MONTHLY LETTER
THE SECRETARY'S MONTHLY LETTER WAS ESTABLISHED IN 1949

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SECRETARY-TREASURER, HARRY D. HAMILTON . . . . . 15004 EAST GRANADA AVE., WHITTIER, CALIFORNIA
ASSISTANT SECRETARY, JAMES W. HARBIN, JR. . . . . 4110 BEALL STREET, LANDOVER HILLS, MARYLAND
MEMBERSHIP CHAIRMAN, WILLIS L. NYE . . . . . 3038 BRIDGE STREET, HAYWARD, CALIFORNIA

Letter to the Secretary
From John J. O'Donnell

Query No. 169, THE ONWARD

A very unusual and touching incident took place in my shop today, a man with a seeing-eye dog was led in by a courteous cop. C. E. Colvin is the name of the blindman, former owner and skipper of the 122' schooner ONWARD. Here's the story he told. The schooner ONWARD had just left the port of Rio de Janerio. Beating outward against an easterly and attempting to come about, a backflow (changing wind) off of Sugarloaf Mountain caused a jibe bringing the mainsail and boom about. Capt. Colvin was struck by the boom and knocked into a stanchion. One eye was knocked out, the optic nerve in the other eye was so damaged that Capt. Colvin eventually completely lost his sight. I've met some cheerful people from time to time but never have I been so impressed by anyone as this beached sailor who is as salty as a box of mackerel. Capt. Colvin had heard that there was a shop on the South Side near Lake Michigan that didn't have anything except ship models, stuffed swordfish and pictures of ships and with only the aid of a seeing eye dog and an old sea-dog's instinct - he had found his way into port. I've made arrangements with Capt. Colvin to build a 3/8" scale model of the schooner ONWARD. The Captain wants to take a somewhat exaggerated model of his ship to a meeting of the Blind Man's Club. He said, "Those fellows don't know what a bowsprit or a gaff or a boom is. And be sure and get the deadeyes, lanyards, shrouds and ratlines so these fellows can tell what they are by feeling." Well, I have already started gathering material to build the model. I have an excellent photograph and these dimensions and facts. The ONWARD was built in Connecticut in the year 1902 for a Virginia family named Cutler. She is a gaff rigged schooner, somewhat similar in appearance to the THEBAUD but with a very pronounced clipper bow. She had bowsprit and jibboom as well as a martingale. The dimensions were: length on deck 122', beam 25½", length on waterline 102', draft 12'.

Will some Guild member in or near Connecticut or anyone having any information, lines or photographs of this vessel, please advise me and I shall be very grateful.

ATTENTION N.R.G. MEMBERS

You can greatly assist your Chairman of Membership Committee, Willis Nye and Secretary Harry Hamilton if you will process your candidate's application for membership yourself. The Chairman and Secretary will be very happy to contact each new applicant after receiving his application (and dues) and advise him of the activities of the organization and its material advantages to each active member.

It is the preliminary maneuvering to interest prospective members that takes valuable time not readily available to the Chairman and Secretary. If you are interested in doing your share towards making the entire Nautical Research Guild a practical and successful undertaking, please try to relieve the officers of some of their more time consuming chores.

INTRODUCING NEW MEMBERS

Librarian - Navy Department Library, Navy Department, Washington 25, D. C. We are very honored to have a subscription to the Journal by the Navy Department.
William N. Mills, 347 Washington Street, San Francisco, California. "I sailed in the 4 masted bark PARMA during 1933-1934 and have been following the sea ever since Am particularly interested in the histories of square-rigged vessels built during the last 100 years. I am also interested in model building and have been working recently on the FLYING CLOUD. I have seen the Journal at the San Francisco Maritime Museum."

The following members are friends of Hans Hinrichs and as soon as their applications have been received with their special nautical interests they will be introduced to the other members.

Charles Corrigan, c/o Corringan's Boat Yard and Marine Sales, Shinnecock, Hampton Bays, L.I., N.Y.
Henry T. Tuthill, Supt. of Highways, Port Jefferson, Long Island, New York
Edward V. Lahey, 100 Overlook Circle, New Rochelle, New York
Fred Haffenreffer, 22 Wilde Road, Wellesley, Mass.
Robert Fox, Elmhurst Power Paint Ave., Duxbury, Mass.
Dr. E. F. Heffenreffer, Sr., 231 Arlington Ave., Providence, Rhode Island
R. F. Heffenreffer, 3rd, 109 Hazard Ave., Providence, Rhode Island
Carl Heffenreffer, 165 Blackstone Boul, Providence, Rhode Island
E. Glassel, 212 Howard Ave., Staten Island, N. Y.
Harold O'Connell, St. James Ave., Dongan Hills, Staten Island, N.Y.
Alfred T. Pouch, Circle Road, Dongan Hills, Staten Island, N.Y.
George Niddrie, 1040 Fifth Ave., New York, N.Y.
Robert Schur, 270 Madison Ave., New York, N.Y.
Harry Steeger, 1060 Fifth Ave., New York, N.Y.

William Marshall Borg, Ray Court, Delevan, Wisconsin. Mr. Borg is introduced to the Guild by member William J. Strong of Elkhorn, Wisconsin. We hope to have more information on Mr. Borg's nautical interests later.

Changes in Roster:

Thomas R. Funderburk to 316 West 36th Street, New York, N.Y.
Austin H. Smith to 93 43rd Street, Sacramento 9, California
T/Sgt. Ed. W. Jenkins, 5039 M. Inst. Sqdn. APO Box 498, c/o Postmaster, Seattle, Wash.
Henry Darnell, Jr. to 95 Wheatland Ave., Rochester, N. Y.
Dr. Douglas H. Robinson to 113 King George Street, Pennington, N.J.

Corrections on article "Masting a Model" in Journal, Vol.6, #2, Feb. 1954 by John J. Flynn. Page 33, Chap.4, 2nd line should read -- "The short iron or steel bowsprit was nearly always round", not to read -- "The square tenon or steel spike bowsprit" etc. Page 33, 4th Chap. Line 10, should read "A Jib - Jab - Boom to the starboard", not to read, "and a jibboom to the starboard." Page 34, 11th line, should read, "In later years what was known as "Mast Paint", not to read, "in later years what was known as mast white".

Position Wanted - - - Marine author and artist with commercial work experience, background in marine research, ship drafting and model restoration, is desirous of obtaining a position where he might advance himself. He has hoped to get a position in a museum devoted to marine history and research where his talent as an artist would be an asset. Further information and examples of work will be submitted upon receipt of replies. Address replies to -

Harry D. Hamilton, Secretary, Nautical Research Guild